

Says He Has Not Been Behind
Movements to Advance
Prices.

MONEY SITUATION PECULIAR

Railroads Not Making Profits, and Iron Market in Unsettled Condition.

NEW YORK, September 26.—The pronounced reactionary tone which developed in the securities market last week was generally attributed to what the financial district called a "bolton" scare. The "bolton" scare, the main election became known on Tuesday, the struggle to maintain prices became manifest. The special force given to the "political" scare was due to the "bolton" financial sources which gave it countenance. Mr. Harriman and James J. Hill, newly returned from prolonged stays in the West, gave public utterance to views expressing a feeling of doubt over the outcome of the election, and this doubt was the language of the campaign manifested by voters. Coupled with this tone of admonition against the assumptions current in Wall Street on the political situation, were other circumstances which induced the financial authorities to find something to criticize in the course of which the speculation has run. This impression was decisive in checking the speculative operations for an advance and in precipitating the market.

During Mr. Harriman's retirement in the Oregon forest the speculation has centred around his personality to a

market rarely witnessed in the stock market of any other country. It was, however remote a degree, with any property has served to stimulate an animated speculation in its shares and to stir up a cloud of rumors and suppositions of all kinds, playing upon the property. Upon his return to the financial district Mr. Harriman called in the newspaper men and bluntly denied many of the rumors which had been in circulation regarding his properties and his plans. He placed before the ground from under the speculative position of the most active element in the market operations, and implied the disapproval of the man credited with lending all his power and influence to the movement.

Money Situation.

When it was realized that the supposed responsibility for the course of the market was being practically disavowed, the public mind required more attentive consideration of some of the unfavorable factors in the situation.

Amongst these it was not lost sight of that enormous obligations for call loans, presumably employed in market operations, were controlled by the financial institutions holding close relations with the wealthy group credited with the management of the market. The dependence of the speculative position upon this selection was a cause of uneasiness. This was aggravated by the course of the money market, which was characterized by the reserves in the New York banks man-

bestly has come to a pause with the beginning of the flow of currency out of the western hemisphere and the closing of eastern and southern channels of trade. The persistent firmness of the foreign exchange market in face of all the conditions making for a new depression has been a factor which kept alive discussion of gold exports, and gave warning of the burden of keeping up securities prices at a level which would necessitate foreign holdings to the home market.

Railway's Earnings Small.

Railroad earnings were so far from showing the hoped-for recovery that dividend prospects came under a new cloud. This discussion bore with special weight on the great systems which made the largest issues of new stock just previous to the financial depression. These included the Northern, Northern Pacific and St. Paul.

The slowness of the recovery in the iron and steel trades, which has been the object of much discussion, and the need to be emphasized, and further reductions in the price of copper extended the unfavorable influence into other fields of the manufacturing industry. The severe drought was but partly relieved by the amount of precipitation, and a decrease in the

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ultimate yield is taken into the reckoning.

WILL OPPOSE KITCHIN.

Mack R. Ferguson Renominated by Republicans in Second Caroline.

RALEIGH, N. C., September 20.—Mack R. Ferguson, of Halifax county, was renominated yesterday at Kinston by the Republican executive committee of the Second North Carolina District as candidate for Congress against Representative Claude Kitchin, Democrat. J. Frank Lyles, of Edgecomb, was nominated for presidential elector.

MAKE DETAILED REPORT ON FLOOD DAMAGE IN CAROLINA

[Special to The Times-Dispatch.]

RALEIGH, N. C., September 20.—County Attorney C. K. Nimocks, of Cumberland, to-day received a communication from Major Herman C. Schumm, of Fort Caswell, N. C., requesting him to make a detailed report of the damage by the recent flood in that part of the Cape Fear River valley familiar to him. This action on the part of Major Schumm is taken on a request from the committee of the War Department, detailing him to ascertain the amount of damage in the valley. The action of the War Department is in response to a request made by the county authorities through Governor Glenn several days ago.

"John L." State Fair Feature.

[Special to The Times-Dispatch.]

SALISBURY, N. C.—The September 20-21 John H. Sullivan, the septuagenarian pugilist, has been engaged by the Yadkin Valley Fair Association as one of its biggest attractions for fair week October 1-10. The prize fight between Sullivan and a noted prize-fighter will also appear there at that time, when the fair will give its second annual exhibit. Still another big attraction will be the appearance of Charles J. Strober, the well known aeronaut, who will give daily exhibitions on the Fair Grounds. This will be the first time an airplane will be shown at one of the county's Many other big attractions have been booked for the fair.

Socialist Issues Challenge.
[Special to The Times-Dispatch.]

SPENCER, N. C. September 20.—Howard C. Bucock, of this place, nominating him for the House of Representatives, has challenged John M. Julian and Thomas J. Rosemond, the Democratic and Republican nominees, to meet him for a joint discussion of the political issues of the day at any place in Rowan county. The challenge was publicly made at a big gathering in Spencer, where the speakers for the Democratic and Republican candidates met in a joint debate. No attention has

Railroads.

Southern Railway.

TRAINS LEAVE RICHMOND.
N. B.—Following schedule figures published only as information and are not guaranteed:
6:20 A. M.—Daily.—Local for Charlotte.
11:00 A. M.—Daily.—Limited.—Buffet Brolter to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chase City, Oxford, Durham.
6:00 P. M.—Ex. Sunday.—Kaysville Local.
12:30 P. M.—Daily.—Limited Pullman ready.

YORK RIVER LINE.
4:30 P. M.—Ex. Sunday—To West Point—connecting for Baltimore Monday, Wednesday and Friday.
2:15 P. M.—Monday, Wednesday and Friday—Local to West Point.
4:30 A. M.—Ex. Sundays—Local to West Point.
TRAINS ARRIVE RICHMOND.
7:00 A. M., 9:30 A. M.—From all the South.
4:10 P. M.—From Charlotte, Raleigh, Durham, etc.

8:40 A. M.—From Keyville Local Stations.
9:20 A. M.—From West Point, and from
Baltimore Wednesday, Friday and
Sunday.
10:45 A. M., 5:45 P. M.—Local from West
Point.
S. E. BURGESS, D. P. A.,
920 E. Main St. Phone 455.

Richmond, Fredericks'g & Potomac R. R.
SCHEDULE EFFECTIVE SEPT. 8, 1908.

Leave Richmond	Arrive Richmond
*5:20 A.M. Byrd St. Sta.	*7:50 A.M. Byrd St. Sta.
*5:45 A.M. Main St. Sta.	*8:25 A.M. Byrd St. Sta.
*8:40 A.M. Byrd St. Sta.	*10:35 A.M. Elba Station
*11:01 P.M. Byrd St. Sta.	*12:15 P.M. Main St. Sta.
*14:00 P.M. Byrd St. Sta.	*2:45 P.M. Byrd St. Sta.
*14:15 P.M. Elba Station	*12:16 P.M. Byrd St. Sta.
*5:30 P.M. Main St. Sta.	*10:00 P.M. Byrd St. Sta.
*5:50 P.M. Byrd St. Sta.	*9:00 P.M. Main St. Sta.

ASHLAND ACCOMMODATIONS—WEEKDAYS.
Leave Elba Station—7.30 A.M., 1.30 P.M., 6.35 P.M.
Arrive Elba Station—6.40 A.M., 10.40 A.M., 5.40 P.M.

*Daily. †Weekdays. ‡Sundays only. All trains stop at or from Byrd Street Station stop at Elba. Time of arrivals and departures not guaranteed. Read the signs.

Norfolk & Western Railway
ONLY ALL-RAIL LINE TO NORFOLK

Schedule in Effect August, 1908.

Leave Hyrd Street Station, Richmond:
For Norfolk: 8:10 A. M., 8:00 A. M., 8:55
P. M., 7:00 P. M., 7:00 P. M. For Lynch-
burg and the West: 8:10 A. M., 8:00 A. M.,
12:10 P. M., 7:10 P. M. Arrive Richmond:
From Norfolk: 8:11:15 A. M., 11:45 A. M.,
8:50 P. M., 8:45 P. M. From the West:
8:05 A. M., 12:00 P. M., 8:15 P. M.

Fullman Parlor and Sleeping Cars. Cafe
Dining Cars.

Day and Night Daily Ex. Sun. & Sun. only.
W. BALYILL. C. H. BOSTLEY

Gen. Pass. Agent. District Pass. Agent.

Chesapeake & Ohio Railway

9:00 A.—Fast daily trains to Old Point.
4:00 P.—Newport News and Norfolk.
7:40 A.—Daily. Local to Newport News.
5:00 P.—Daily. Local to Old Point.
2:00 P.—Daily. Louisville, Cincinnati, Chi-
cago and St. Louis Pullmans.
8:50 A.—Daily. Ch'ville exc. Sun. C. Forge.
5:15 P.—Week days. Local to G'ville.

12:00 A. M. - Many. L.burg, L.A., C. Forge.
5:15 P. Week Days to Lynchburg.
TRAINS ARRIVE RICHMOND.
Local from East—8:45 A. M., 5:15 P. M.
Through from East—11:45 A. M., 7 P. M.
Local from West—8:50 A. M., 7:45 P. M.
Through—7:30 A. M. and 3:45 P. M.
James River Line—8:35 A. M., 6:50 P. M.
* Daily except Sunday.

Seaboard Air Line Railway
SOUTHBOUND TRAINS SCHEDULED TO
LEAVE RICHMOND DAILY.

9:10 A. M.—Local to Norfolk, Raleigh, Charlotte, Wilmington. 12:25 P. M.—Sleepers and coaches, Atlanta, Birmingham, Memphis, Savannah, Jacksonville and Florida points. 10:55 P. M.—Sleepers and coaches Savannah, Jacksonville, Atlanta, Birmingham and Memphis.

NORTHBOUND TRAINS SCHEDULED TO ARRIVE RICHMOND DAILY.

5:27 A. M.; 5:10 P. M.; 5:45 P. M.

H. S. LEARD, C. P. A.

Richmond and Petersburg Electric Railway

Cars leave Manchester, Seventh and Perry Streets, for Petersburg:

* 6, 7, 8, 9, 10, 11, 12 P. M., 1, 2, *3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M.

11 P. M. for Petersburg; 12 midnight for Petersburg.

Cars leave Petersburg foot Sycamore Street, for Manchester:

6:35, **7:15, *7:35, 8:25, 9:35, *10:35, 11:35 A. M., 12:35, *1:35, 2:35, 3:35, *4:35, 5:35, 6:35, *7:35, 8:35, 9:35, *10:40, 11:40 P. M.

RICHMOND AND CHESAPEAKE BAY RAILWAY CO.—Summer schedule of electric trains to and from Petersburg and Appomattox intermediate stations upon signal.—Leave Richmond (Broad and Laurel Sts.): 6:05, 7:10, 8:10, 9:10, *10:10, 11:10 A. M.; 12:10, 1:10, 2:10, 3:10, 4:10, 5:10, 6:10, 7:10, 8:10, 9:10, *10:10, 11:45 P. M. Lv. Ashland: 5:55, 7:00, 8:00, 9:00, 10:00, *11:00 A. M.; 12:00

M.: 1:00, 2:00, 3:00, 4:00, 5:00, 8:00, 7:00,
 8:00, 9:00, *10:00, **10:30, 11:00 P. M.
 * Saturdays and Sundays only. ** Daily
 except Saturdays and Sundays-

Steamboats.
OLD DOMINION
STEAMSHIP CO.
 NIGHT LINE FOR NORFOLK

NIGHT LINE FOR NEW YORK
Leave Richmond every evening (foot Ash Street) for New York, stopping at Newport News en route. Fare, \$2.00 one way; \$4.00 round trip, including steamer berth; meals, 50 cents. Street cars to steamer's wharf.

FOR NEW YORK
Via Night Line steamers (except Saturday), making connection in Norfolk with Main Line Ship following day at 7 P. M.; also, Norfolk and Western Ry. at 9 A. M. and 3 P. M.; and Chesapeake and Ohio Ry. at 9 A. M. and 4 P. M., making connection daily

(except Sunday) to Norfolk with sailing on
Ship sailing at 11 A. M. for C. D.
Time Office, 10 E. Main Street, Richmond,
Transfer Co., 119 E. Main Street; The Jeff-
erson, Murphy's Hotel.

Merchants and Miners Transportation Co.

Norfolk to Boston, Mass., and
Providence, R. I.

Steamers leave Norfolk for Boston Sun-
Mon., Wed. and Fri. for Providence Sun-
Tues. and Sat. at 6 P. M. Passengers and

freight taken for all New England points.
Tickets on sale at offices C. & O. Ry., N. &
W. Ry., S. H. Bowman, 505 E. Main, and
Rich. Trans. Co., \$19 E. Main.

Steamboats.

Virginia Navigation Company's
JAMES RIVER DAY LINE.
STEAMER DOACONATHS LEAVES FROM
OLD DOCKRUM WHARF MONDAY, WED-
NESDAY AND FRIDAY AT 7 A. M. for Nor-

folk. Portsmouth, Old Point, Newport News, Clarendon and James River landings, connecting at Old Point for Washington, Baltimore and the North. Electric cars direct to the wharf. Tickets on sale at Richmond Transfer Co., 819 East Main Street; 808 East Main Street, or on wharf or steamer. Fare to Norfolk, one way \$1.25. Round trip, 1.50. Second-class, \$1.00. Meals, 50 cents. Freight received for above-named places and all points in Eastern Virginia, North Carolina and the East.

Clyde Steamship Company
PHILADELPHIA,
RICHMOND AND NORFOLK LINE.
Freight received and delivered daily at
C. & O. Ry. Co.'s Depot, Seventeenth and
Broad Streets. H. K. WOODFIN, Soliciting
Agent, Clyde Line Wharf. Phone 510.

STEWART BOWMAN
STEAMSHIP & TOURIST AGENT
FOR ALL LINES
808 E. MAIN ST.
Phone 5154 RICHMOND, VA.

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